

## **I. PROJECT DESCRIPTION**

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### **A. LOCATION**

The project site is located at 3700 El Camino Real, at the southwesterly quadrant of El Camino Real and Lawrence Expressway, in the City of Santa Clara. The site includes the following Assessor's Parcel Number(s): 313-06-002 and -004.

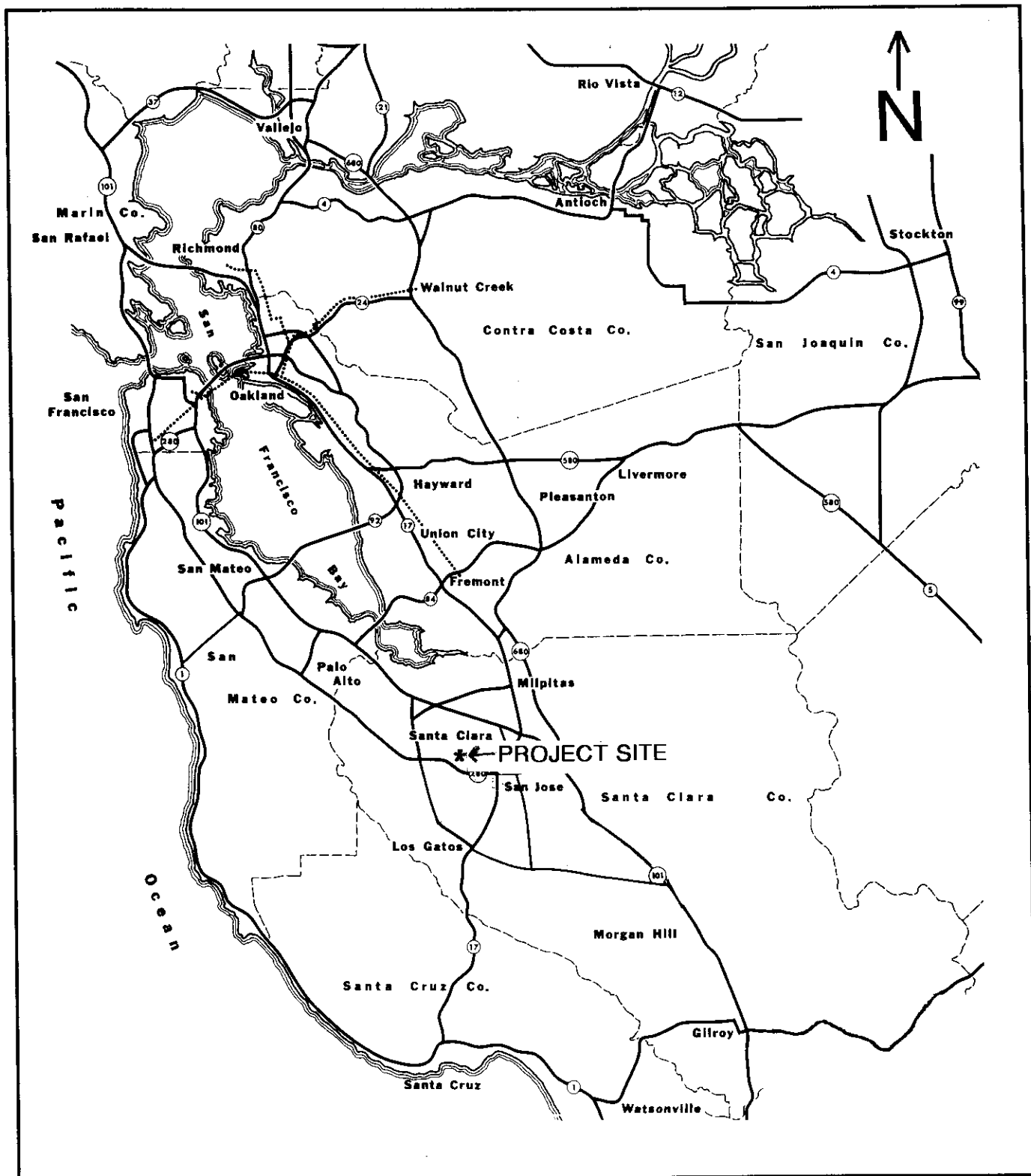
The location is at the southerly end of San Francisco Bay in the north central section of the highly urbanized Santa Clara Valley. Locally, the site is in the westerly area of the City of Santa Clara near the boundary with the City of Sunnyvale. Areas immediately adjacent to the site are primarily commercial and residential. Beyond the immediate area, the City of Santa Clara is urbanized with residential, commercial, industrial, institutional and recreational uses intermixed with some undeveloped parcels. The location of the site and the local setting are shown on the following maps, aerial photographs and views of the site, Figures 1 through 9.

### **B. PROJECT OBJECTIVE**

The objective of this project is to rezone the site to create a high quality transit-oriented mixed use development that will be a focus for social and commercial activity at the western edge of the City. The Site Plan encompasses up to 490 residential dwelling units (condominiums), up to 12,300 square feet of office space and up to 171,000 square feet of retail/commercial space in accordance with the goals and policies of the City of Santa Clara. The retail area is planned to include restaurants, sidewalk cafes, specialty and lifestyle retailers and the major department store currently on the site.

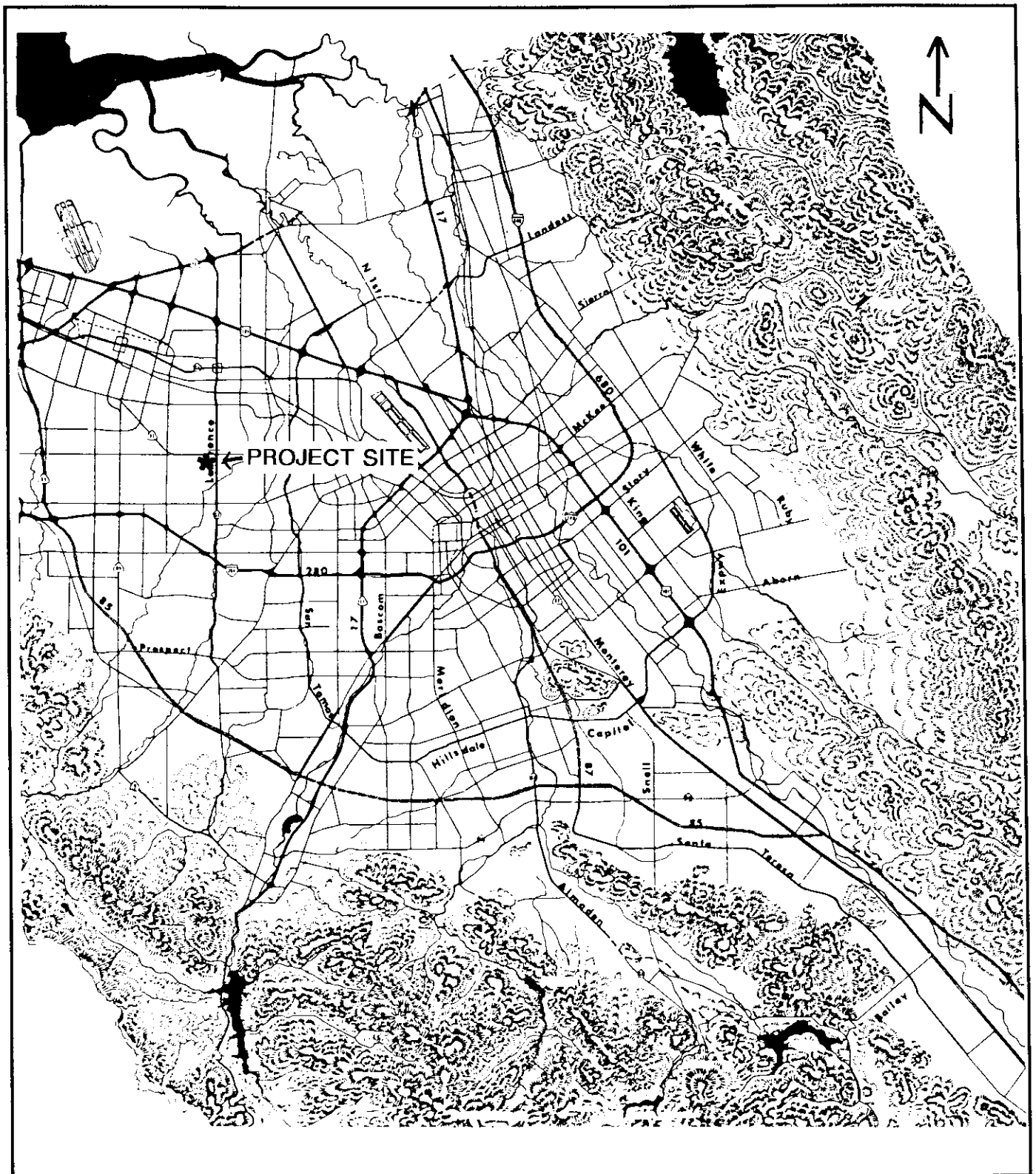
Additional objectives are to:

- Develop a lively street-level retail environment with a substantial amount of high quality for-sale housing integrated above, knit together by a safe pedestrian-oriented environment.
- Enhance the relationship of this site with its immediate environment with street-oriented retail, attractive entry points from El Camino Real and Halford Avenue, site landscaping improvements, and lowered massing along the residential edge to the south.
- Design site entry points and onsite circulation to minimize offsite traffic congestion.
- Conceal structured parking in the buildings behind the streetfront retail in order to keep the majority of parking out of public view.



Bay Area Map

Figure 1



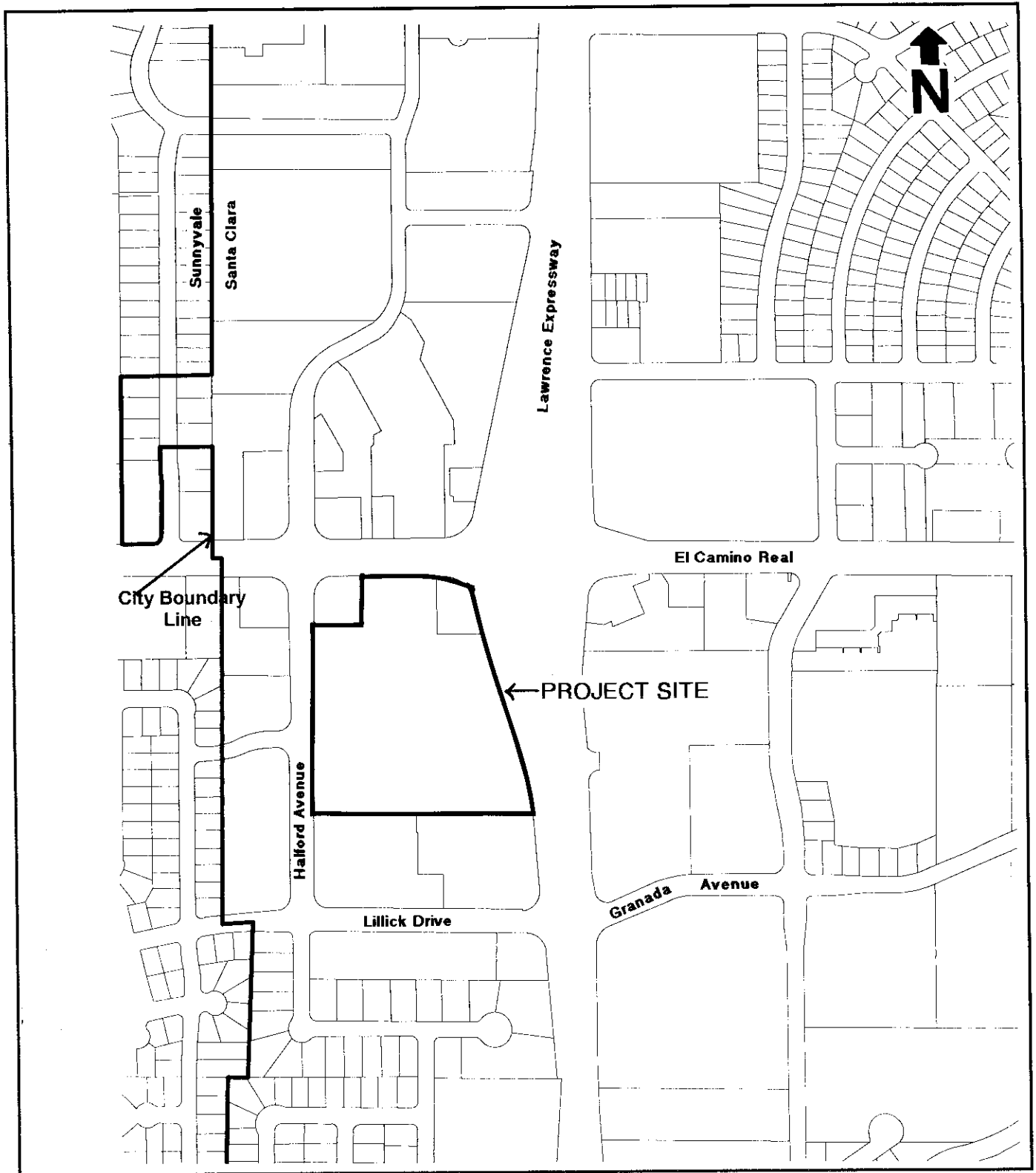
Santa Clara Valley Map

Figure 2

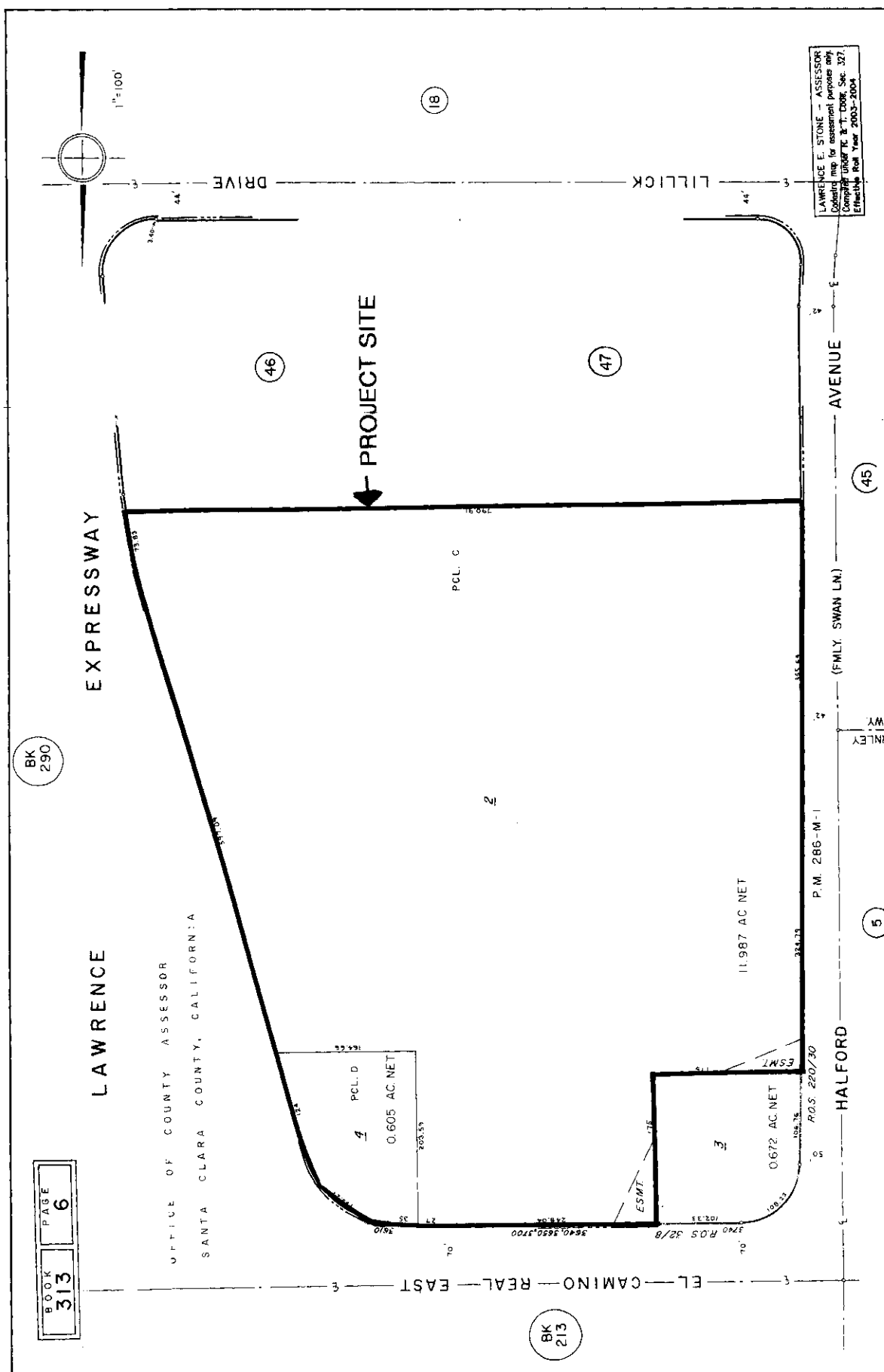


Source: Cupertino and San Jose West Quadrangles (1961, photorevised 1980)

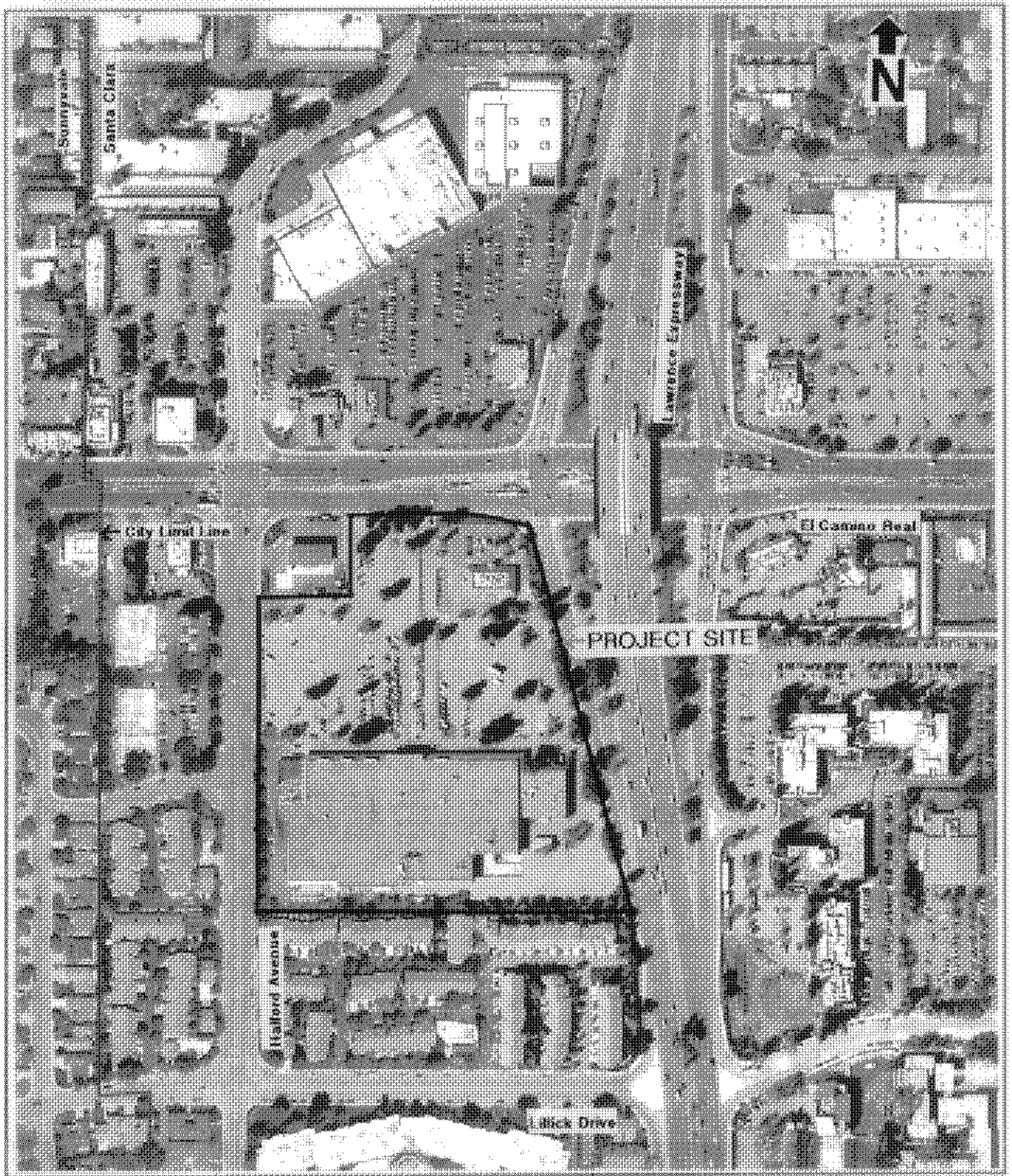
USGS Map  
Figure 3



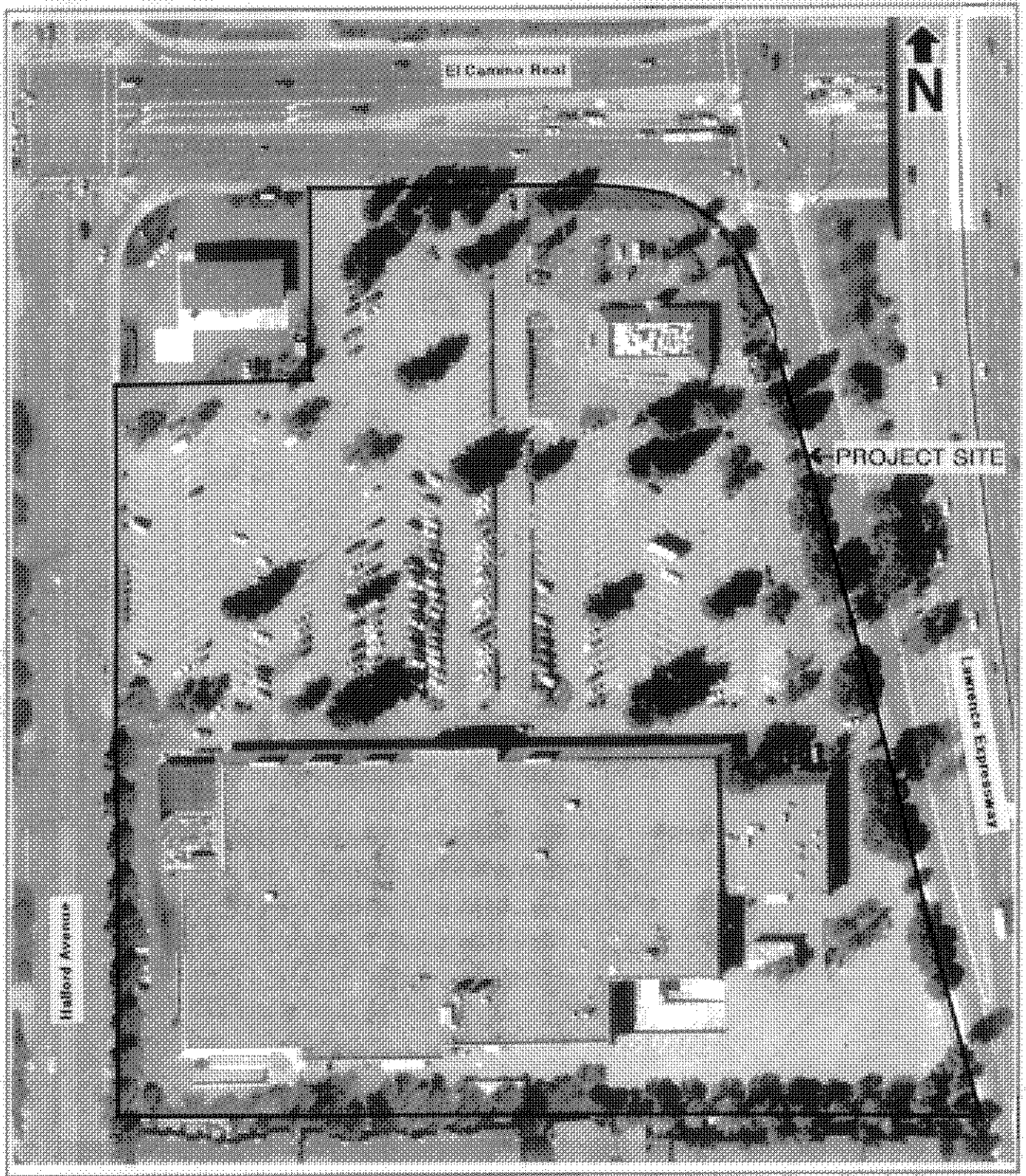
Vicinity Map  
Figure 4



## Assessor's Parcels



Aerial Photo of the Vicinity  
May, 2001  
Figure 6



Aerial Photo of the Site

May, 2001

Figure 7



Viewing southerly from El Camino Real.



Viewing southeasterly from the northwesterly corner on Halford Avenue.

## View of the Site

April 9, 2005

Figure 8



Viewing northwesterly from the southeasterly corner.



Viewing northeasterly from the southwesterly corner on Halford Avenue.

## View of the Site

April 9, 2005

Figure 9

## C. DESCRIPTION

### DEVELOPMENT AGREEMENT

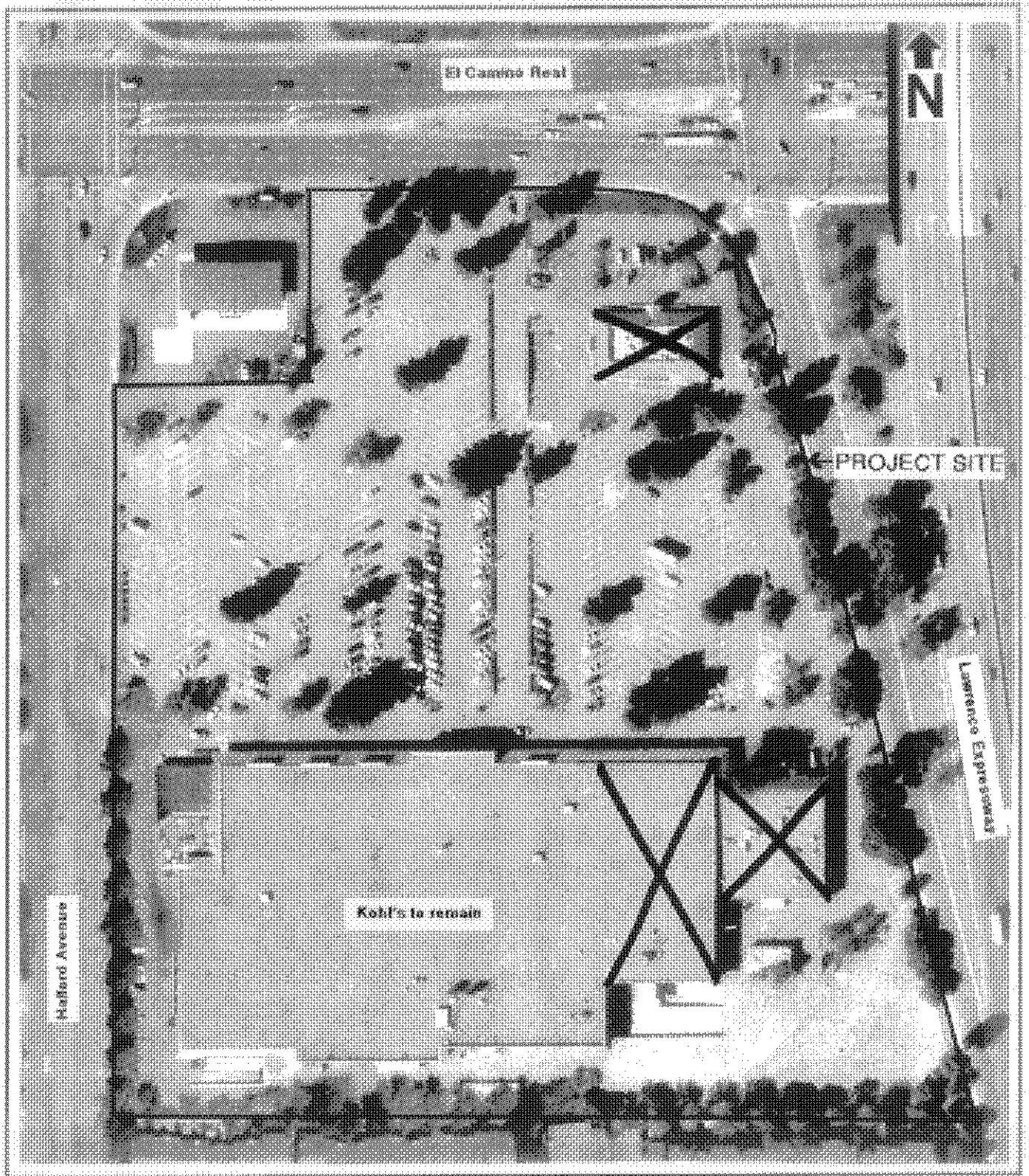
In addition to the proposed Planned Development zoning, the project applicant is requesting a Development Agreement with the City of Santa Clara. A development agreement is an agreement that insulates development projects from changes in law that restrict development or otherwise conflict with the law relied upon by the applicant. Under California law, a developer generally has no vested right to develop land until obtaining a building permit and performing substantial work. Until this has occurred, the city can change the general plan, rezone the property or take other actions that could affect the project. A development agreement insures against such changes. In addition, cities can negotiate for funding and improvements as part of the agreement that they might not otherwise be able to do; and once the city council has agreed to approve a project, it can ensure that future political changes or initiatives will not reverse its decisions.

### PLANNED DEVELOPMENT ZONING

The project is a Planned Development rezoning application to allow the construction of a mixed use development consisting of single family attached residential units above office and commercial/retail space on approximately 12.6 acres. The project includes up to 490 residential units (including 10 percent affordable housing), up to 171,000 square feet of commercial/retail space and up to 12,300 square feet of office space. The residential units will be separately sold condominiums. The 171,000 square feet of commercial/retail space includes 141,711 square feet of commercial/retail space that is currently on the site. The existing 105,000 square foot Kohl's store will remain and the free-standing restaurant space along El Camino Real and the commercial/retail space east of the Kohl's building will be incorporated into the new commercial/retail space. The buildings to be removed are shown on the following Buildings to be Removed exhibit, Figure 10.

Construction will be phased with the initial building along Halford Avenue to include approximately 12,767 square feet of retail and approximately 12,300 square feet of office.

The site plan and building massing are designed to create a central entry drive that will be the focus of social activity on site. Two cross aisles will provide access across the site from Halford Avenue. A regular block layout of buildings will organize the site with design focus on the connection between storefronts, sidewalk and drive lane. Building heights will be reduced along El Camino Real (5 stories in height) and particularly along the southerly boundary (6 stories in height and located more than 70 feet from the existing 2-story residential buildings). Four-story residential buildings with mezzanines in the uppermost units, are on top of four-level structured parking (95 feet overall building height, maximum) for the center of the project along Lawrence Expressway and the mid-site portion along Halford Avenue away from El Camino Real and the



 Buildings to be removed.

## Buildings to be Removed

Figure 10

## I. Project Description

adjacent residential property. These taller buildings will allow for concealed structured parking, 360° views of the surrounding bay and mountains, and interior courtyards that provide active and/or passive recreational opportunities.

The Project Data table and reduced copies of the project plans follow. Full size copies are available for review at the City of Santa Clara Department of Planning and Inspection.

### **Commercial**

The ground level is devoted to retail shops oriented to the streets on and offsite. There are parallel and angled parking stalls along the two main drives that link to Halford Avenue and El Camino Real, while most of the parking is within the building footprint and out of sight. Deep sidewalks with central arcades at the midpoint of both sides of the entry drive define the center of the site and can be used for special events and social gathering places in addition to providing convenient access to first-floor parking. The entry drive has the feel and furnishings of an urban public space with articulated building façades with a retail base, special paving, arcades, trees, bollards, attractive lighting, awnings and furnishings.

### **Loading**

Offstreet loading spaces are being proposed for the larger tenant spaces with off-hour over-the-sidewalk service for smaller tenants. Residential buildings will also have “move-in” elevator lobbies with access to roads onsite.

### **Office**

Office condominiums are proposed to be on the second level of a two-story building adjacent to the existing Kohl’s at the west edge of the site on Halford Avenue. The parking for this area is intended to be the surface parking at the southern property line.

### **Police Substation**

Approximately 1,000 to 1,500 square feet of office space is to be reserved for a police substation within the project.

### **Residential**

The residential units will afford a more urban setting balanced with tranquil courtyards. Buildings II, III, IV, V, and VI will have attractive lobbies providing access up to the units. The lobbies in buildings II and V will feature sales offices, small meeting areas, comfortable sitting rooms and a distinctive entrance, different from the adjacent ground floor retail storefronts. While the units to the exterior of the building will have views of the site and unobstructed views of the surroundings, interior units will have views into the courtyards on top of the structural podium that separates parking from residential floors. These courtyards will provide private open space. It is proposed that a mixture of 1-, 2-, and 3-bedroom units be located on each residential floor with upper floor units having second floor mezzanine space within each unit, taking advantage of the views of the area.

## I. Project Description

### Unit Types

The units are planned to be one and two-story, light steel frame structures with stucco exteriors. Many units have a private balcony. Proposed unit sizes area as follows:

Plan	No. of Stories	No. of Bedrooms	No. of Baths	Square Footage
Flat	1	1	1	675
Flat	1	2	2	1,015 to 1,100
Flat	1	3	2.5	1,350
Loft	2	1 to 3	2.5	1,100 to 1,350

### Recreation Facilities

Private open space and recreation facilities planned with the project include approximately 17,600 square feet on the podium of Building V. Amenities will include a children's playground, small picnic area with grass and small shade trees, and fitness rooms.

### Landscaping

Street trees, canopy trees, shrubs and groundcover are planned throughout the project. Benches and special paving are also to be provided, with improved paving in areas to define a streetscape that is distinctive and comfortable.

The courtyard of Building V will be landscaped with in-ground landscaping, as this building will be designed to accommodate the necessary depth of soil. The courtyards in Buildings II and VI will be landscaped using portable elements like flower bins and potted trees.

The landscaping on podium (Building V) would encompass approximately 17,600 square feet (0.4 acre), including structurally integrated planters and bins. The on-grade landscaping will encompass a total of 77,000 square feet (1.8 acres), of which approximately 27,000 square feet (0.6 acre) is green area.

### Access

Primary commercial access is to be provided by a right-in, right-out-only driveway at the center of the El Camino Real frontage, maintaining three existing driveways along Halford Avenue. A continuous route around the site is provided for fire protection and service. Truck docks, trash enclosures, and maintenance areas are situated in the parts of buildings away from the main entry drive.

### Parking / Circulation

The parking layout and circulation are designed for retail use within multiple access points back to retail shops. To minimize the parking impact on the site, four-level structured parking is proposed in Buildings II and V, fit within the building envelope with the upper levels being secured residential parking only. There are several points of entry for the structured parking to minimize onsite congestion. Parking ordinance ratios of 5 spaces per 1,000 square feet of retail

## I. Project Description

space, 3.33 spaces per 1,000 square feet of office space, and 2 spaces for each residential unit would require a total of 1,937 spaces.

The Transit-Oriented Mixed Use Combining Zoning District (TMU) encourages high density residential use in close proximity to multiple transit lines and in conjunction with commercial development. The TMU District provides for reduced parking because increased transit accessibility and mixed land use can reduce vehicle trips and vehicle demand. While the proposed project will not be processed as a zoning application under the TMU zoning district because it exceeds the height requirement, it meets the TMU requirements of being a high density residential use in close proximity to multiple transit lines and in conjunction with commercial development, and would qualify for reduced parking on that basis. The project's proposed 1,672 parking spaces, that are approximately a 14 percent reduction, would, therefore, be sufficient.

In addition to the TMU reduction comparison, a shared parking evaluation, that is included in the Technical Appendix, was performed by Hexagon Transportation Consultants, Inc. The evaluation is based on survey results compiled by the Urban Land Institute and the methodology presented in their *Shared Parking* guide. The analysis indicates that the parking demand for the proposed land uses is staggered throughout the day. The highest combined peak parking demand would be between 6:00 p.m. and 8:00 p.m., when 1,520 spaces are needed. The project's proposed 1,672 parking spaces would, again, be sufficient. The availability of spaces for shared use is 692 spaces, or 41 percent. A total of 980 spaces are reserved for residential tenants (2 spaces per unit).

A Variance is required in conjunction with the Planned Development zoning to approve the proposed reduction in parking.

### **Exterior Lighting**

Downward-directed lighting fixtures with low-elevation standards are to be provided within the project interior and will be complimentary to the building and storefront design. Perimeter lighting at the south end of the site would be 14-foot-high downward-directed cutoff light fixtures in order to minimize light-spill while providing security lighting for the back drive.

### **Grading**

The final grading for the project is to be designed to conform to the natural ground as closely as possible. The amount of grading planned is expected to be the minimum required to provide building pads, streets and parking areas that meet requirements for structural section and rate of grade, and to allow the construction of level building pads with positive drainage. In addition to the pad and parking area excavation, trenching is required for the underground utilities and sewer system. Although a conceptual grading plan has not been prepared, approximately 5,000 cubic yards of material are estimated to be moved during the grading operations. The maximum

finished cut is estimated to be less than two feet; and no significant net import or export of natural material is expected.

## **D. USES OF THE EIR**

This Environmental Impact Report will be used to provide environmental review for the proposed project. It is the intent of this EIR to provide the City of Santa Clara and the general public with relevant environmental information to use in considering the approval of the project. The following agency will use this EIR in its decision making process for the discretionary approvals to implement the project, including those that are listed below.

Lead Agency: **The City of Santa Clara**

- Development Agreement
- Planned Development (PD) Zoning
- Subdivision
- Demolition Permit(s)
- Grading Permit
- Building Permits
- Parking Variance

# I. Project Description

**Table 1. Project Data**

Category		Figure
Gross and Net Acreage		12.6
Maximum Building Height ( <i>feet</i> )		95
Floor Area Ratio (FAR) excluding structured parking		1.52
Floor Area Ratio (FAR) including structured parking		2.65
Parking Provided ( <i>spaces</i> )		
Residential		980
Office		41
Retail		<u>651</u>
Total		1,672
Coverage Factors		
Buildings	Acres	Percent
Landscaping	7.4	59
Vehicular Area	1.8	14
Total	<u>3.4</u>	<u>27</u>
	12.6	100
Phasing		
Phase One		Building I
Phase Two		Demolition of shops east of Kohl's
Phase Three		Building VI
Phase Four		Demolition of restaurant
		Buildings IV and V
		Buildings II and III
<b>Residential</b>		
Estimated Number of Condominium Units		
One bedroom units		66
Two bedroom units		332
Three bedroom units		<u>92</u>
Total		490
Estimated Population *		1,225
Estimated School Children		
K-12 ( <i>0.51/du</i> )		250
Estimated Wastewater ( <i>gallons/day</i> )		88,200
Estimated Water Supply ( <i>gallons/day</i> )		123,000
Estimated Solid Waste ( <i>tons/year</i> )		336
Density ( <i>units/acre</i> )		490 / 12.6 = 38.9
<i>continued</i>		

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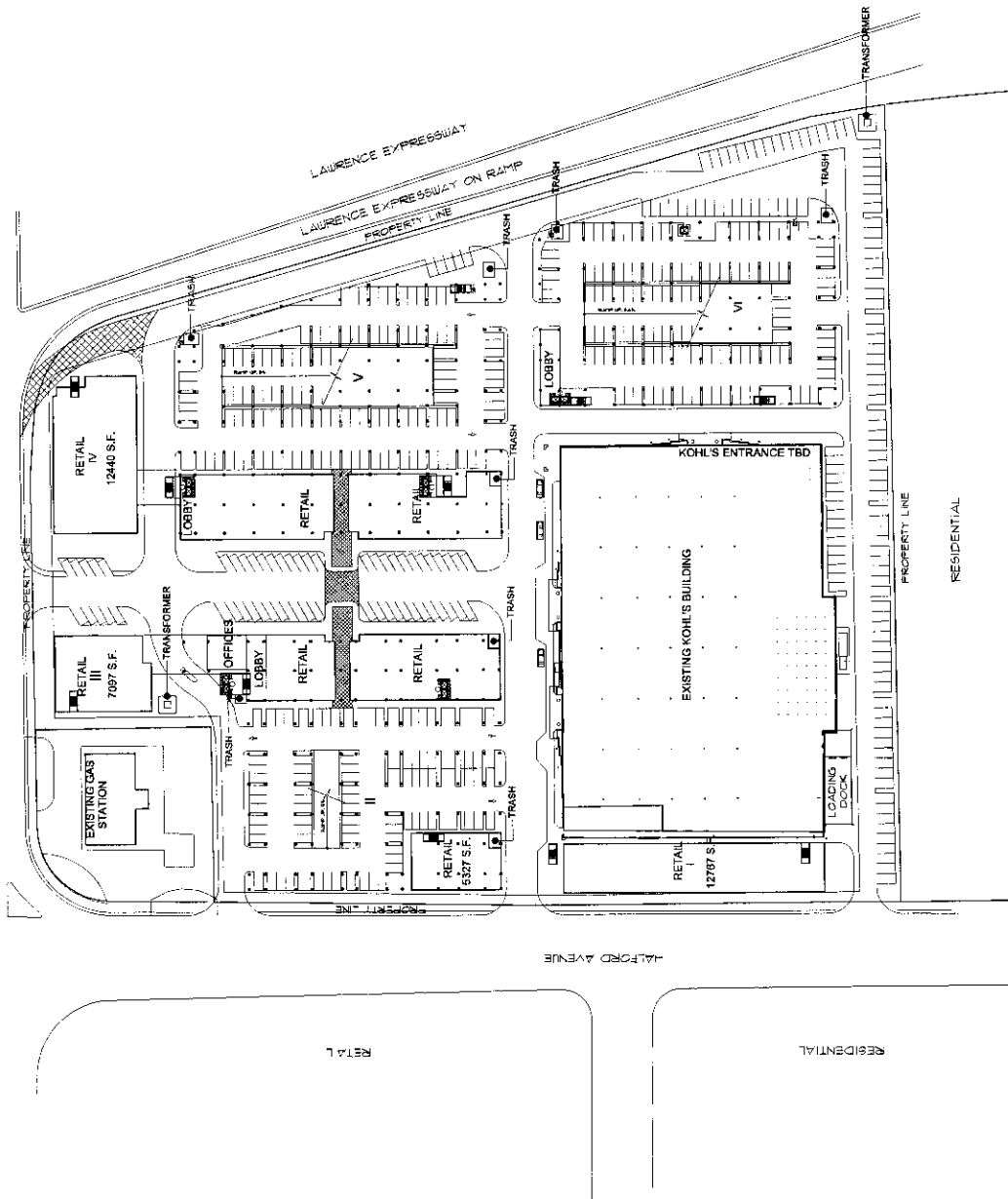
**Table 1. Project Data (Cont.)**

Category	Figure
<b>Office</b>	
Building Area ( <i>square feet</i> )	12,300
Estimated Number of Employees**	41
Estimated Wastewater ( <i>gallons/day</i> )	23,900
Estimated Water Supply ( <i>gallons/day</i> )	2,500
Estimated Solid Waste ( <i>tons/year</i> )	6
<b>Commercial</b>	
Building Area ( <i>square feet</i> )	171,000
Estimated Number of Employees***	428
Estimated Wastewater ( <i>gallons/day</i> )	13,000
Estimated Water Supply ( <i>gallons/day</i> )	17,100
Estimated Solid Waste ( <i>tons/year</i> )	89

\* Based on 1.5 persons per 1-bedroom dwelling unit, 2.5 persons per 2-bedroom dwelling unit, and 3.5 persons per 3-bedroom dwelling unit.

\*\* Based on 3.3 employees per 1,000 square feet of office space.

\*\*\* Based on 2.5 employees per 1,000 square feet of retail space.



# PROPOSED SANTA CLARA SQUARE SANTA CLARA, CALIFORNIA

SANTA CLARA SQUARE, LLC  
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[562] 828.8000 Long Beach, CA [702] 852.8500 Las Vegas, NV

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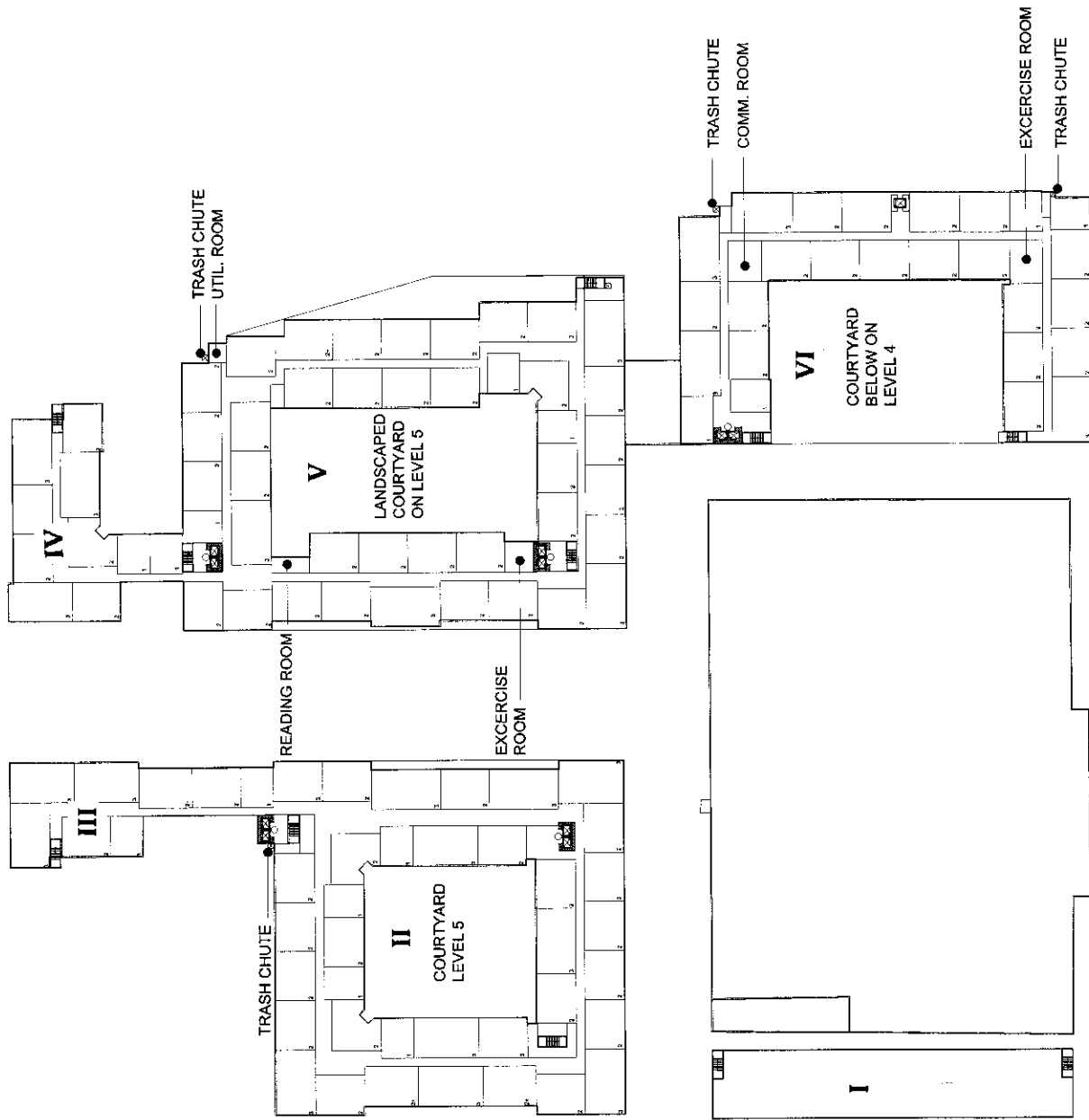
FIRST LEVEL PLAN



04-518-11 Date: 05-03-06

www.perkowitzruth.com

Figure 11



# PROPOSED SANTA CLARA SQUARE SANTA CLARA, CALIFORNIA

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[52] 628.8000 Long Beach CA [43] 721.8304

FIFTH LEVEL PLAN



04.5.11 DATE: 05-01-05

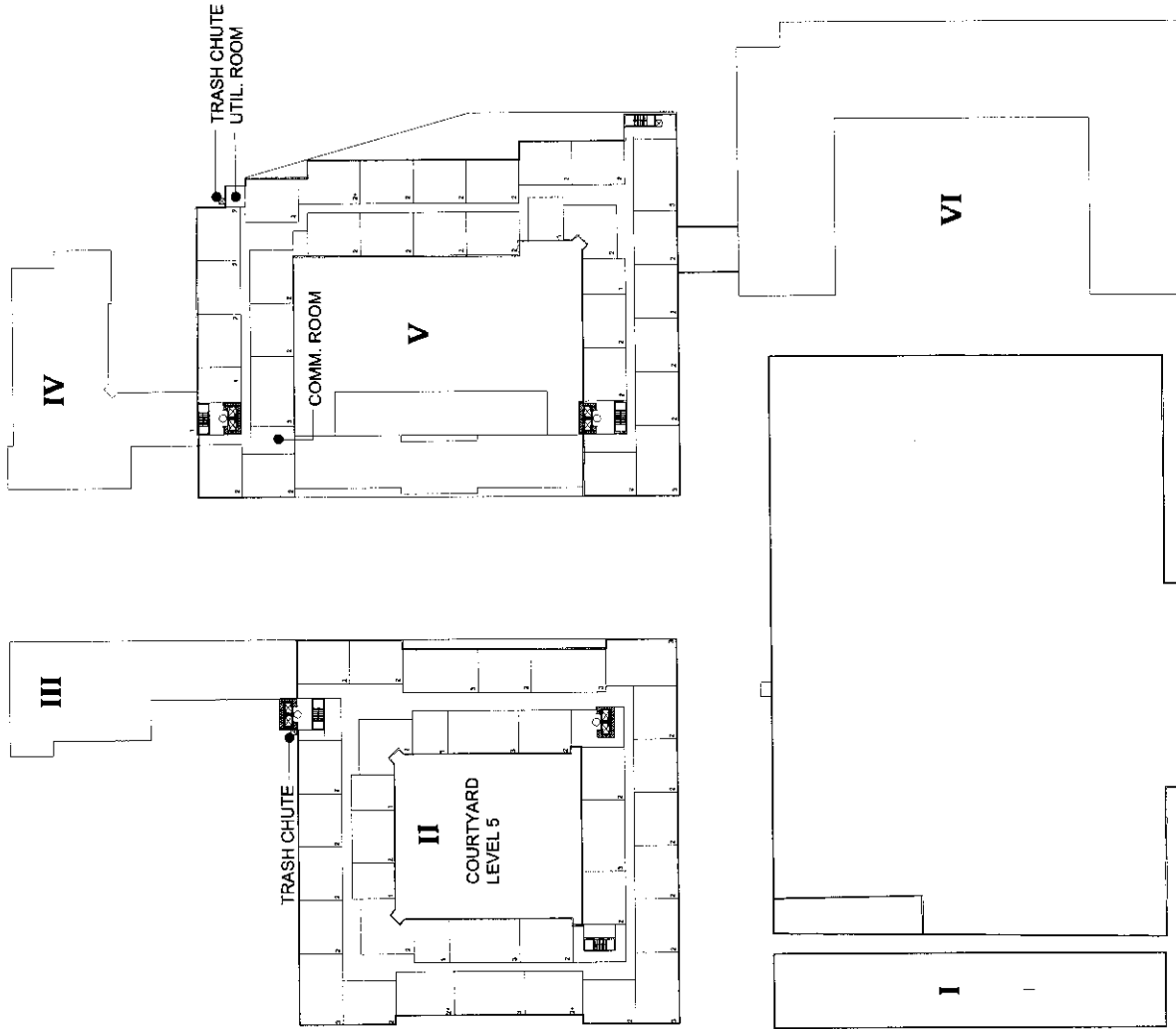
www.prharchitects.com

[903] 478.9900 Portland, OR

[703] 380.0400 Washington, DC

**Perkowitz + Ruth**  
ARCHITECTS

Figure 12



# PROPOSED SANTA CLARA SQUARE SANTA CLARA, CALIFORNIA

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EIGHT LEVEL PLAN



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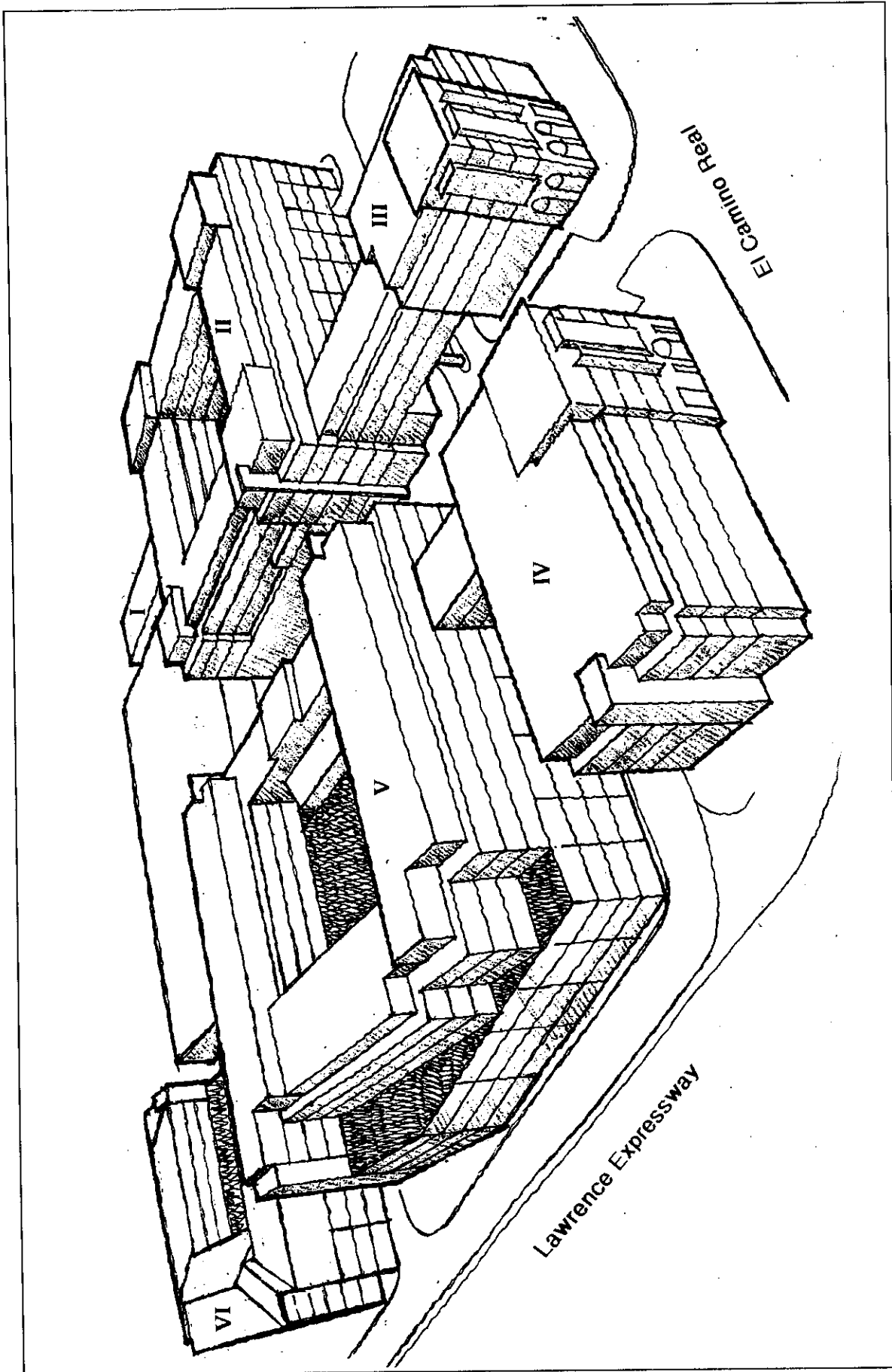
[702] 852.8500 Las Vegas, NV

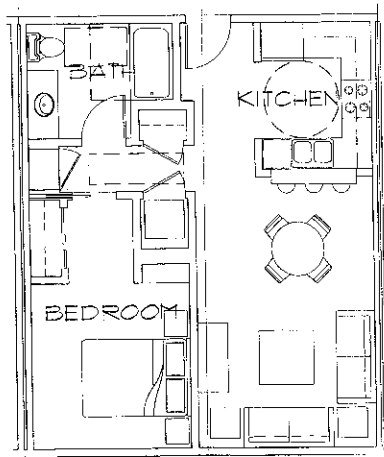
[552] 828.8000 Long Beach CA

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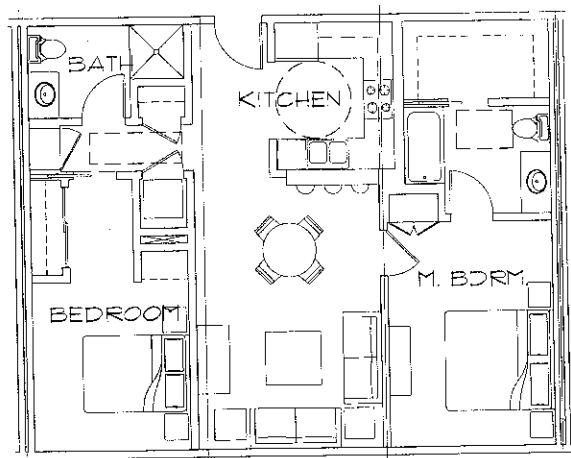
Figure 13

Massing Study  
Figure 14

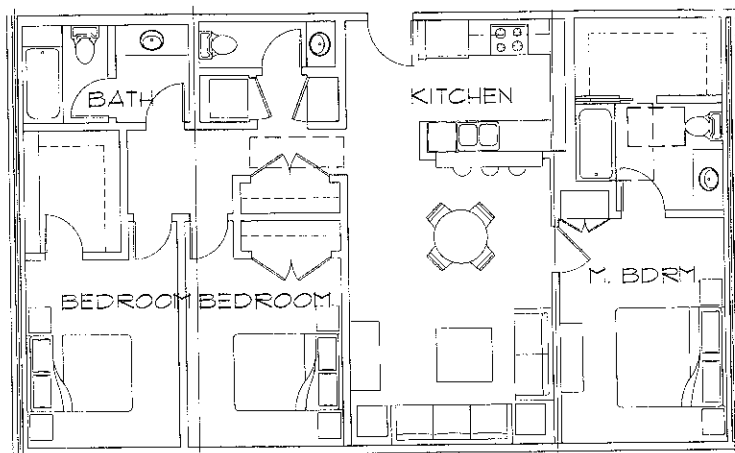




**One Bedroom**



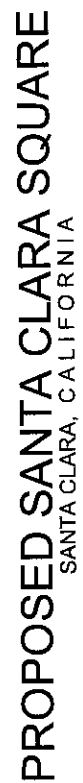
**Two Bedroom**

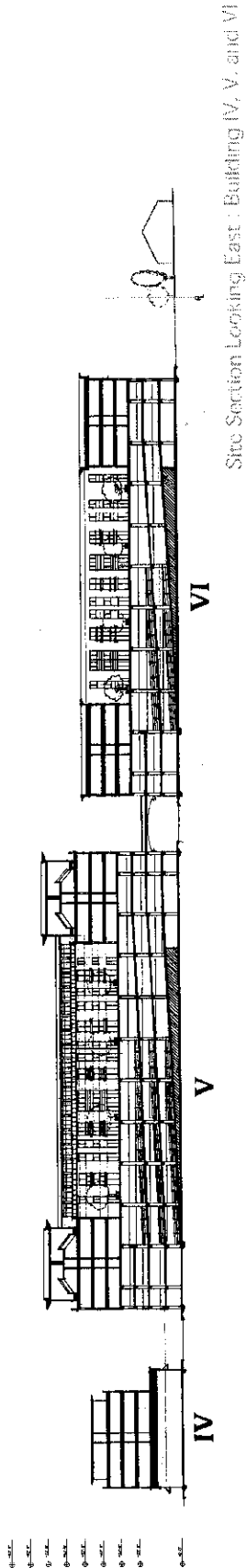


**Three Bedroom**

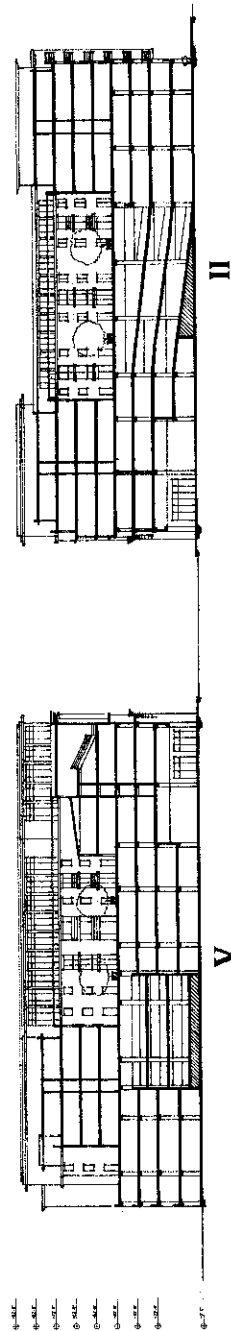
## Typical Floor Plans

Figure 15

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Site Section Looking East: Building IV, V, and VI



Site Section Looking South: Building V, and II

SCALE: 1/8" = 1'-0"

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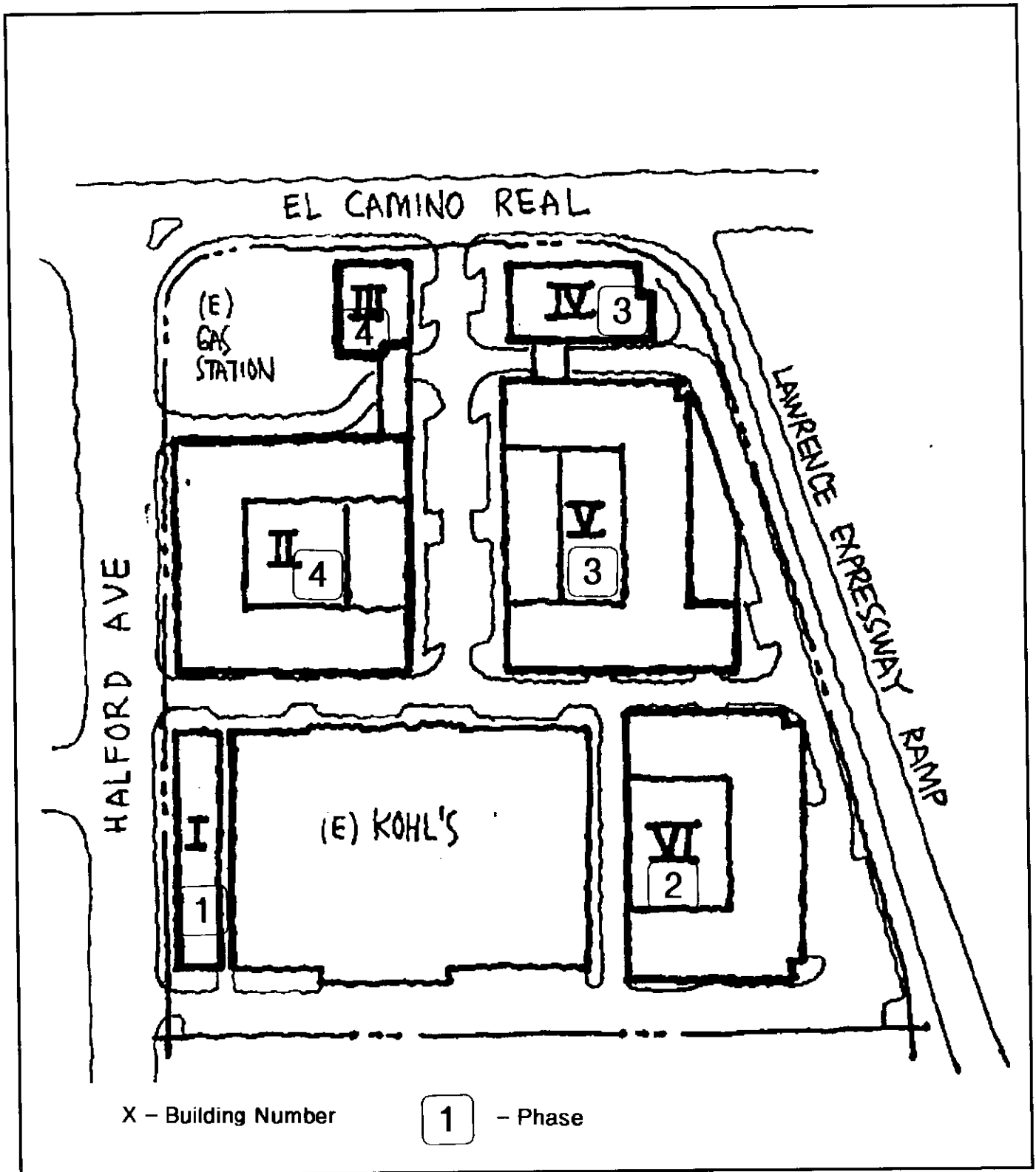
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Sections / Elevations  
SHEET 15

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21009 Seven Springs Place  
Cupertino, CA 95014

JOB NO. 05-03-01  
DATE 05/03/05  
PR

Figure 17



## Phasing Plan

Figure 18